

MOTOCROSS

I L L U S T R A T E D



Max Anstie - Husqvarna Factory



LTD ED. HUX LE

2016 LIMITED EDITION
CORE HUX LE



THORMX.COM



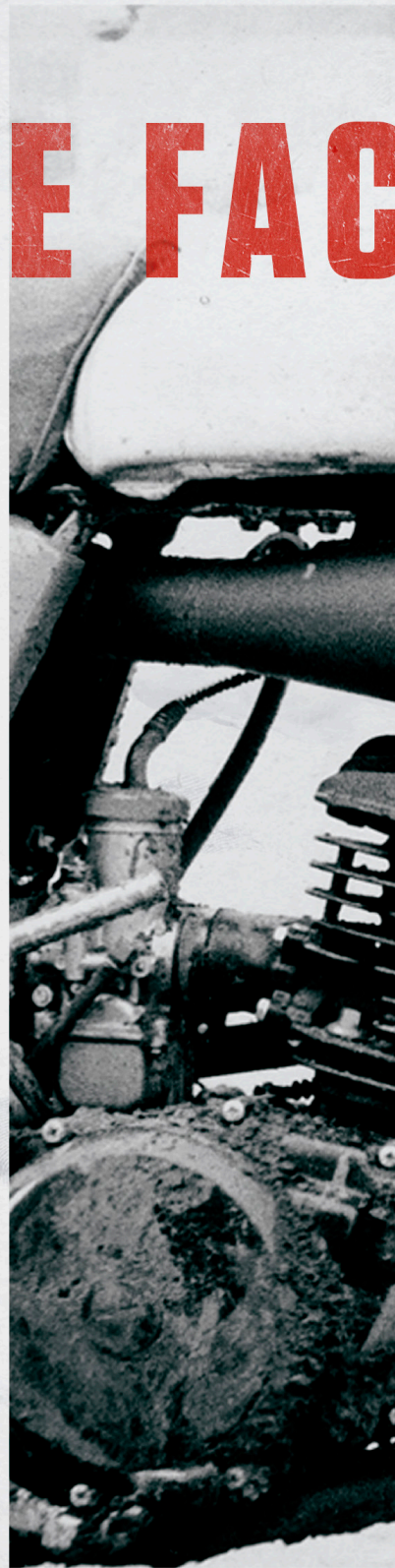


MARVIN MUSQUIN

Uncle Donnie's FLYING MACHINE FACT



MARTY LIKES POWER



STORY



TAKE A VANTASTIC ADVENTURE

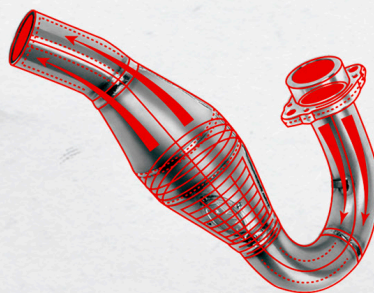
4

decades

OF

DOMINATION

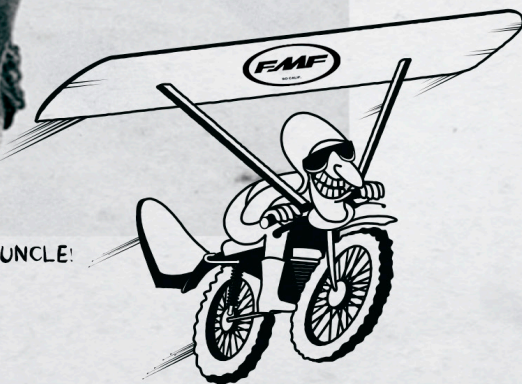
MAKING THE WORLD'S FASTEST EXHAUSTS FOR OVER 43 YEARS.



THE ORIGINAL
FMF
SO CALIF.
HOP UP KIT



SAY UNCLE!



FMFRACING.COM





Neon Orange / White



Neon Yellow / White

WEDGE GRAPHIC

Advanced Impact Defense™





SYNCRON AIR

AVAILABLE IN 2 COLORWAYS

ANSR[®]



40 YEARS OF DESIGN
AND DEVELOPMENT



TO VIEW THE ENTIRE SPRING COLLECTION, VISIT - WWW.ANSWERRACING.COM





FEBVRE FEVER

Story Geoff Meyer images Yamaha/Zanzani/Archer

For some it was a nightmare, for others paradise. I have to admit, I love the Grand Prix's in Qatar and Thailand, for me the perfect start to the season with not only great racing, but also really exciting cultures. Of course for the riders it's all business. When Romain Febvre finished the opening moto of the Grand Prix of Thailand many figured the defending MXGP champion wouldn't be in any state to race for the overall win. He looked drained and completely out of energy.



Some of his competition heard about his condition and figured the GP was theirs for the taking. As it turned out the Frenchman was foxing, and he had more than enough to take his 10th Grand Prix victory.

After two rounds of the FIM Motocross World Championships it is defending champion Romain Febvre who still stands above his rivals. His golden season of 2015 where he won the MXGP championship and dominated the MXoN with 1-1 scores continues into 2016, and it might take a massive effort from the legendary Antonio Cairoli from stopping Febvre remain as the man in MXGP.

Febvre has shown the same speed as in 2015 and his race smarts are just something to watch. His Thailand tale was one of being smart, but also racing hard.

"I was happy to win the first moto, and the second was easier, because after the second corner I was in the lead, and I could make a good gap, and ride safely to the finish. In the first moto I had a really long battle with Tony Cairoli, and you get the stones and the dust in your face, and here it's really difficult to pass. I was frustrated because I couldn't pass him, and even when I did I had to slow down a bit and take a break, because I was really tired. I'm really happy to take the red plate, but you know it's still a really long season ahead. It's really nice to have it, but there are still 16 rounds to go."

MX2 world champion Tim Gajser has been the surprise packet of the 2016 season and what we are seeing is something of beauty from the HRC support rider.

"I think now the toughest race

of the year is behind us and I'm really happy with our weekend. In the second moto I didn't have the best start because Toni stalled in the corner in front of me and I almost hit his bike, but to come back to finish fifth was still good. I'm really pleased with a second podium and I want to thank all the guys on the team and at HRC because the bike is just amazing, and to my Dad because we worked so hard together over the winter and now all that work is paying off. It's been a good weekend. Not quite like Qatar, but I was feeling good and happy on the bike. It's another good result and two races and two podiums is a great way to start the season."

Ben Townley looked very close to making his first GP podium in nearly 10 years when he won the Saturday qualification race, but then blew it with a crash on the Sunday.

"I blew it. I made a mistake that caught me out of the blue. It was on the last roller and I was in the wrong gear. I was caught out by how slick it was and got ejected. I was up ready to salvage something but the radiator was damaged and I was lucky to make it back to the pits. In the second moto obviously the result was much better but it was tough. Someone jumped the gate beside me so I was late off the line. I started in sixth and worked my way up; I think I had a bit more spark than the other boys. In the end I gave everything I had and I had to talk myself through to the end. It was a mission. Overall I'm not concerned about the podium but the 18 points that I threw away. It's really disappointing. We are still working on the bike quite a lot, and have made progress every session since starting in Qatar, but there is still work to do on the engine and suspension especially. Onto the next one."







RIDE HARD. RIDE SCAR.



- + CNC machined from billet aluminium and steel for lightweight and durability
- + Lower and lock the front suspension to prevent the front wheel from lifting due to acceleration
- + Hinged fork ring eliminates the need to remove the fork leg allowing installation in minutes
- + Better starts and improved control
- + All mounting hardware included
- + Colour anodised for the factory look
- + Race tested by leading motocross teams



JOEY SAVATGY
MONSTER ENERGY
PRO CIRCUIT KAWASAKI

EXPERIENCE THE DIFFERENCE

PURPOSE BUILT FORMULAS.



THE MOST COMPREHENSIVE LINE OF 4-STROKE ENGINE OILS

MAXIMA PRO PLUS+ is an ester fortified full synthetic 4T engine oil. PRO PLUS+ is formulated to exceed JASO MA requirements for 4-cycle engines with integrated wet clutches. Balanced additive system minimizes engine deposits while protecting critical engine and transmission components. PRO PLUS+ is designed to extend clutch life and offers excellent feel.



5 DECADES OF RACING HERITAGE

MaximaUSA.com

For more information and a full list of products visit www.racefx.com



Distributed in the UK by

RACEFX









LEATT



WWW.LEATT.COM



GPX 5.5 LITE

ULTIMATE FEEL, MAXIMUM PROTECTION



ULTRA-THIN PALM / ARMOR IMPACT PROTECTION / VENTED MESH UPPER / CE CERTIFIED



JUSTIN BARCIA

WILD STABILITY

FLUID TECH CARBON KNEE BRACE



ALPINESTARS.COM/MX

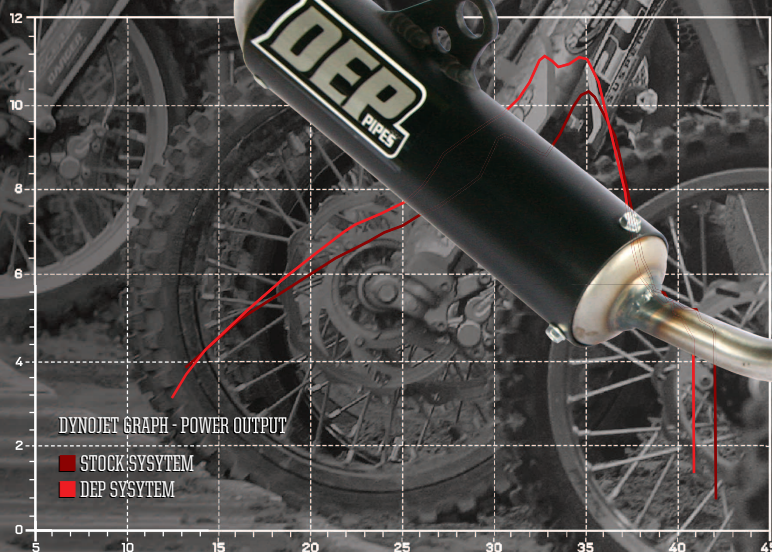
DEP PIPES



DEP PROUDLY SPONSOR THE
BRITISH SPRINT
ENDURO CHAMPIONSHIP
AND THE **GT CUP** FOR 2014



DEP'S NEW AND IMPROVED



KTM 50 SX AND KTM 65 SX

GET THE UNFAIR ADVANTAGE

2 & 4 STROKE SYSTEMS FROM DEP

MANUFACTURER:

DEP PIPES

+44 (0)1622 765353

WWW.DEPPIPES.COM

UK DISTRIBUTOR:

CI SPORT

+44 (0)1372 378000

WWW.CISPORT.CO.UK

DEP
PIPES



WWW.DEPPIPES.COM

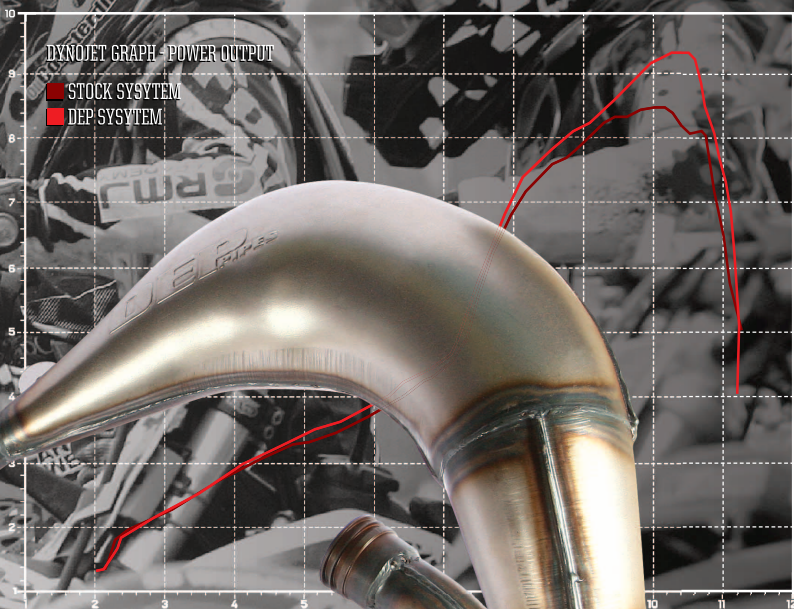


DEP
PIPES

PERFORMANCE ENHANCING PRODUCTS

DYNOJET GRAPH - POWER OUTPUT

STOCK SYSYTEM
DEP SYSYTEM



IMPROVED PERFORMANCE
KTM 65 SYSTEM
PROBABLY THE BEST KTM 65 SYSTEM
IN THE WORLD!

NEW KTM 50 AUTO SYSTEM

UNBEATABLE

Story Geoff Meyer images Ray Archer

Since the start of the 2016 season Jeffrey Herlings is yet to be beaten by an MX2 rider, and have beaten just about every single MXGP rider he has faced. He won the Hawkstone Park International, the Valence International, the opening round of the Dutch championship and the opening round of the Belgian 450cc championship. He has also won two GPs in Qatar and Thailand, and what is scary he has mentioned he isn't even 100%. He heads into next week-end's Grand Prix at Valkenswaard going for his 50th GP win, and his seventh





consecutive victory in a row at the Valkenswaard circuit. No rider in the history of the sport has won a GP at the same circuit seven times in a row.

Motocross Illustrated: You looked so strong in Thailand. Where are you in being at 100%?

Herlings: I think it will take some time, I am maybe 80% of 90%. I know when I am 100% I can match the MXGP lap times. Now I am one second or two seconds off them. I match them sometimes, but I still need to improve a bit. Main thing is to stay healthy all year and focus on each round.

Motocross Illustrated: How did the races feel?

Herlings: I got some mixed feeling, I nearly crashed again, and while I felt it wasn't my fault, it shouldn't happen. I got two holeshots and I felt really strong. Is it a shame Dylan is out, but for the rest of my day it was ok? I am looking forward to going to Valkenswaard.

Motocross Illustrated: What happened when you nearly crashed in Thailand?

Herlings: I went fast over the waves and on the face of the jump the suspension bottomed out and I nearly went over the bars. It wasn't my fault, the bike is super-fast, but we need to make some improvements. I didn't have much testing and in the winter you test on flat tracks and on a track like in Thailand you find out some things. The other brands are not sleeping, so we need to keep working.

Motocross Illustrated: How tough are races like that, with

the heat and the humidity?

Herlings: It is tough on the body, because you have to travel a lot. In America you have to also travel a lot, but it's the same language, same food, same roads, same everything. We get different food, different language, totally different. Thailand is really tough, because you have to be careful with the food and stuff, and you have to be careful with the water, so it's hard for your body. We are athletes and it is our job. If it's too hard, then we need to stop doing or, go look for a job, or work in a factory, so I am not complaining. It's more fun for a GP in Holland, but it's the MXGP world championship, so it's our job to travel around the world.

Motocross Illustrated: The win in Qatar was expected wasn't it?

Herlings: We had a good winter. Last year when I won I didn't expect to win, but this year I need to be winning. I am not disappointed. I think the second moto I showed what I am capable of, the rest of the weekend I have been struggling. There was pressure coming back and I haven't raced a GP for six months and haven't won a GP in nearly a year.


Motocross Illustrated: All your attention goes to Valkenswaard now doesn't it?

Herlings: With Valkenswaard I haven't lost a moto since 2010, so six GP wins, and 12 moto wins. One day I will lose there, it has to happen, I can't go undefeated forever, I don't know when it will happen. It would be amazing to get the 50th win in Valkenswaard, and it's nice to talk about it, but





CHARGE LIFE™

RYNO 
POWER

SPORTS SUPPLEMENTS





Blender Bottle 

Protein 

Carbo Fuel 



Endurance 

Recovery 

Motivation 

Electrolytes 







let's see what happens.

Motocross Illustrated: Seven GP wins in a row at the same circuit. I know De Coster won a bunch in a row at Namur, six I think, but not sure anyone has ever won seven in a row. Do you know if anyone has done that?

Herlings: Many things, I flew home on Sunday morning, was home on Sunday at 1pm, so I can spend four days at home riding, while I can do my normal food, sleep in my normal bed and that's best for me. I can't run, and that is all I could do while in Thailand. It was best for me to go home and come to Thailand on Thursday fit.

Motocross Illustrated: Watching Tim (Gajser) win the MXGP overall, do you think about what was possible if you were on the 450 machine? Seriously, I said to somebody, if Herlings moved up you would think he would smash everyone.

Herlings: I didn't expect him to win, but I knew he would be good. I saw him riding a 450 in Germany and he's fast. The 450 Honda is a strong bike and my personal opinion is the 250 Honda isn't that great in Europe. I thought he could be a top five guy, but I didn't think he would win, happy for him though, because I like him and I think he has a lot of talent and he works hard.

Motocross Illustrated: Febvre and Gajser, are both guys you beat easily on the smaller bike. You have to have one eye on the MXGP class or not?

Herlings: If I look at the results, it's a little frustrating, because I beat Febvre every weekend, same with Gajser, so to see those guys winning, they are in the main class and winning. I would love to be there, but after all my injuries I didn't want to move up just yet. As I mentioned in the pre-season, I didn't





even know when I would be able to ride the bike again, and that isn't the right preparation for the top class. I can get away with it in the MX2 class, but not in the MXGP class. It turned out I got on the bike quicker than expected, but to win MXGP you need the perfect winter.

Motocross Illustrated: I doubt you are scared of the MXGP guys.

Herlings: Many people think I am scared of them, but that isn't the issue. They call me a sandbagger or whatever but you know many people forget where I came from and I wish they would respect my decision. I never got a chance to race all the top 450 guys, in the pre-season I beat a lot of them on a lights bike, and obviously with my weight the 450 bike would be a lot better for me. We will see what happens when I move up.

Motocross Illustrated: 50 wins in Valkenswaard, what a great place to do that.

Herlings: It's half way to my goal. Obviously winning 10 world titles will be difficult, I messed up two with injuries, and becoming MXGP is possible, but winning 10 will be difficult. When Stefan was racing he only had 12 GPs a season and not so many overseas and the season is two or three months longer, so for me to race until I am 35 is almost impossible, so the goal is to get to 101 GP wins and that is possible. Obviously getting to 50 will be a big deal and only four riders have done that, so hopefully I can be number five.

ALL-NEW // MICRO BARS

REVOLUTIONIZING

THE WAY YOUTH RIDERS CONTROL THEIR OFF-ROAD MOTORCYCLE



Our Micro Handlebars employ recent advancements in manufacturing techniques to offer a downsized diameter handlebar for youth riders to better grasp while riding and racing. The unique design of the Micro handlebar utilizes an advanced, abrupt-taper, to give it a smaller diameter in the handhold areas while still maintaining a 7/8" diameter throughout the clamping and control areas.

STANDARD 7/8"
HANDLEBAR

ABRUPT - TAPER AT HAND-HOLD AREA
FOR SMALLER DIAMETER GRIPS

WARNING! Do NOT attempt to modify, or cut down to narrow this Pro Taper Micro Handlebar. Due to the unique smaller necked down shape of the grip areas of the Micro Bar, cutting down the width of the bar at the grip section renders the handlebars dangerous and un-safe to use. Any modification to this handlebar will deem it dangerous and un-useable. Do NOT attempt to modify the stock clamps on your machine or this Pro Taper Micro Handlebar so that they can be adapted to your machine. ANY MODIFICATION CAN BE DANGEROUS.



PROUD SPONSOR OF



PROTAPER®



WWW.PROTAPER.COM
@PROTAPERUSA



*The Racecraft
"Antigua"*



The Racecraft "Tiedye"



The Racecraft "Antigua"



The Racecraft "Ultrasonic"



The Racecraft "Zoolander"

*The Racecraft
"Tiedye"*



*Part of our 2016 goggle collection.
In stock now from your favorite dealer.*

Check online for our full range of colours.



ride100percent.com @ride100percent



The Racecraft "Bobara"



The Racecraft "Derestricted"



The Racecraft "Glitch"



The Racecraft "Solar"



ALIAS

ADVANCE SERIES

A2 DIVIDE



CHECK ONLINE FOR OUR FULL RANGE

DECADE

DECADE EUROPE LTD - Official UK distributor of Alias



ALIAS

2016 RANGE AVAILABLE NOW **A2**

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811







SHOOTING FOR MXGP

Story Geoff Meyer images Bavo Swijgers

Max Anstie took victory last weekend in the MX2 class at the opening round of the Maxxis British Motocross Championship. The 22-year-old knows that his final year in the MX2 class should be a good one and as he learns the Husqvarna machine his results continue to improve. We caught up with Anstie and asked him about his win last weekend, and also the exciting future with Husqvarna. A move that will see him race at least two years in the MXGP class with them.





Motocross Illustrated: You have probably lived and raced in more countries than just about any other riders. Do you still feel British when back at home?

Anstie: I do feel British, but I have been in Belgium for a couple of weeks and it was nice to get back home. I do like racing the British championship, and if it was up to me I would do the British and the GP's, but I need to do the Dutch rounds. It's nice being in front of the home crowd and I have friends at the British races, while in Holland it's a little bit different. Obviously I have raced just about everywhere from the Dutch, the Italian, the German, the American, and more, but I do like being back home and racing.

Motocross Illustrated: What is the plan for Valkenswaard?

Anstie: You know I just want to race my laps and do my own thing. I need more time on the bike. Obviously because of my crash at the des nations I didn't get much time on the new bike and we were limited to preparing. I mean I did a couple of the warm-up races, but I didn't have my speed. Still going to Qatar and Thailand my intensity wasn't what it should have been. I think I have done half the hours on the bike as the other guys.

Motocross Illustrated: When do you think we will see you at 100%?

Anstie: It is a long season and I know I will be strong. My goal was to pick it up around the third, fourth or fifth rounds. I knew at the end of last season I was fast, but it isn't easy to do that when you haven't got the preparation you need. I





feel with the new team there is a lot of potential there. What we can show will be much better, we are still good and solid, but the first two rounds this year were much better than last year. Last year I didn't score any points in the opening two rounds. I was at the doctor trying to put my body back together after Qatar.

Anstie: We will have to wait and see. You know I don't really look at him; I am busy with myself. I am sure he has a good group of guys around him and that is what I am trying to create. I am happy I have put myself in a position that I will be with the Husqvarna factory team for three years. This year on the MX2 class and 2017 and 2018 in the MXGP class. I am trying to get the right people around me to create that perfect situation. I feel the move I have made is really good for me. Looking at those guys who moved to the MXGP class, they have good people around them.

Motocross Illustrated: You must be excited to move up, because with your style you should do pretty well?

Anstie: I will do my thing and I am excited to stay for the same brand for three years. I have been a pro since I was 16 and this is my seventh year in the MX2 class. Every year I have changed bike and pretty much changed teams. I was with the Dixon team for two years, but we went from Yamaha to Kawasaki. You have to always learn the new group and in the long run I met a lot of people and rode a lot of bikes, but you need stability and when you are lining up on a new bike you need to see where you are at. You are changing settings and stuff all the time. I will be on the same bike and while it will move to the 450, I think this will be a big advantage for me.

SEE THE NEW BIKES AT
WORLDFOX.COM



JEFFREY HERLINGS – TWO TIME MX2 WORLD CHAMPION ON KTM

LEAN, MEAN, RACING MACHINE

RADICALLY NEW THE 2016 KTM 250 SX-F,
SETS THE BENCHMARK FOR POWER
AND WEIGHT ON A 250 FOUR-STROKE
MOTOCROSS BIKE.

READY TO RACE
» www.ktm.com



KTM



YouTube

KTM FACTORY RACING



Photo: J. P. Cayado

Please make no attempt to imitate the illustrated riding scenes. Always wear protective clothing and observe the applicable provisions of the road traffic regulations. The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

www.kiska.com

MXGP-TV.com

GET ALL THE ACTION

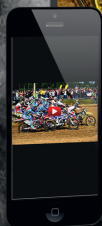
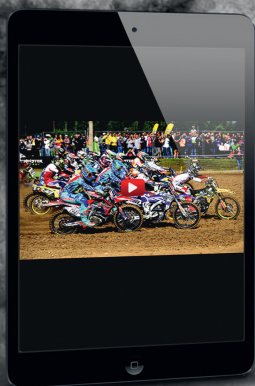
20 events of non-stop action

**Saturday
& Sunday
LIVE**

LIVE access to



Plus access to our exclusive series 'Behind the Gate'



**SIGN IN TO
MXGP-TV**
and you are ready to Go



**Available on
multiple devices**

Follow MXGP :



You Tube

SEE YOU ON THE PODIUM.

Ken Roczen chooses the PODIUM CFT handlebar in the CHAMP bend to keep control during the 2015 season.



DISTRIBUTED IN THE UK & IRELAND BY
MADISON.CO.UK



www.odigrips.com



SPEND £500 THIS SEASON TO GET...



CANT WAIT THAT LONG? SIMPLY SPEND £500 AND RECIEVE YOUR RACE KIT NOW!

*1 kit per customer account per 12 month period, jeans & shirt • £500 spend runs from Nov 13 - oct 14
You can redeem your free kit at any time during the promotion although a voucher for 2015 kit will be issued at the end of the period
• Not available in conjunction with any other offer Shipping charges may apply.



...NEXT YEARS RACE KIT

FREE

**SAVE
UP TO
£179.98**



**FIND OVER 12,000 PRODUCTS
ONLINE AND IN-STORE!
WWW.MDRACINGPRODUCTS.CO.UK**



STILL WINNERS

The Red Bull KTM Factory Racing team once again captured two podium finishes on Saturday for round eleven of the AMA 450SX Championship in Detroit, Michigan. After racing to what appeared to be his sixth victory of the season, Ryan Dungey was penalized two positions in the Main Event for a jumping infraction during a Red Cross flag. As a result, Dungey moved two positions down to third place, while his teammate, Marvin Musquin, moved up one position to second place. Red Bull KTM Factory Racing Team Manager, Roger DeCoster commented, "We were penalized two positions per the rulebook but the problem is that Ryan's line was on the outside and his line of sight could not see the flagger who was on the inside holding the Red Cross flag at waist height. There were the yellow lights flashing, which means to use caution, and Ryan could see there was no bike or rider on the track and jumped as he didn't see the flag. After Ryan





passed, the flagger stepped further out onto the track."

DeCoster added, "For the future we will push them to have the Red Cross flaggers wave more aggressively to be clearly seen. It's a shame that Ryan was penalized for something that he gained nothing from in the race."

In the day's timed qualifying sessions, it was Marvin Musquin who secured the fastest qualifying time of the day on his KTM 450 SX-F FACTORY EDITION, while his teammate Ryan Dungey qualified fifth. In 450SX Heat 2, Dungey got off to a great start, where he led the heat race from start to finish. Meanwhile, Musquin experienced a big crash that ultimately ended his race early.

Musquin quickly bounced back, leading all five laps of the 450SX Semi 1 to capture the victory and a transfer position to the Main Event.

In the 450SX Main Event, the Red Bull KTM factory teammates shot off the start together but it was Dungey who claimed the official holeshot. Musquin passed Dungey to take the lead on the opening lap but it wasn't long before the reigning champion reclaimed the front position coming out of the whoop-section.

Dungey led a hard-charging Musquin for nearly the entire race, as Musquin applied pressure along the way. However, with only two laps to go Musquin slid out while running in the second place position, which allowed Jason Anderson to move past. Musquin quickly remounted to finish the race in third.

"I struggled a little bit in the whoops tonight but other than that I was happy with how I was riding until that one mistake near the end," Musquin said. "It's a bummer to finish in third but I know it's good in the bigger picture to be on the podium every weekend."





ONE

2016 ATOM - KIDS RANGE



YOUTH ATOM JERSEY
RAGLAN BLACK/RED

YOUTH ATOM JERSEY
RAGLAN BLACK/YELLOW

YOUTH ATOM JERSEY
SHIFTER ORANGE



YOUTH ATOM PANTS BLACK

YOUTH ATOM VENTED
PANTS GREEN

YOUTH ATOM PANTS RED

ATOM



CHECK ONLINE FOR OUR FULL RANGE OF PRODUCTS

DECADE

DECADE EUROPE LTD - Official UK distributor of ONE Industries

YOUTH ATOM VENTED JERSEY
SLIME WHITE/GREEN



SLIME BLACK/CYAN







Ray Archer image





**IT FEELS
INVISIBLE.
YOU FEEL
INVINCIBLE.**



K8 THE ULTIMATE
TECHNOLOGY

PODKNEE.COM



pod

BELL MOTO-9 FLEX
FIND YOUR LOCAL STOCKIST

RUSSELLS MOTORCYCLES, BELFAST
02890 817000

SEAL MOTO, BERKSHIRE
01635 43104

OFF ROAD WORLD, BIRMINGHAM
0121 7472290

MEREDITH MX, BRISTOL
0117 9714873

FOWLERS OF BRISTOL, BRISTOL
01179 770466

St BLAZEY MX, CORNWALL
01726 816181

TRIPLE D MOTORSPORT, CUMBRIA
01539 732666

MIDDLETONS MX, DERBYSHIRE
01773 748045

ALEX BUCKINGHAM, DEVON
01271 329442

WHEELS WINGS & WATER, DEVON
08456 434222

FUTURE RACING, DORSET
01202 680100

ONE TWENTY MOTORSPORT, HAMPSHIRE
01794 329281

ENDUROTEK, HARTLEPOOL
01429 861369

MISSION CONTROL, HEREFORDSHIRE
01568 615642

PRO MX, KENT
01580 892729

4 TWO TWO RACING, KENT
01622 814662

POA RACING, LANCASHIRE
01257 450660

DIRTWORX, LANCASHIRE
01204 704408

1st MX, LEICESTERSHIRE
01530 813000

MANCHESTER XTREME, MANCHESTER
0161 4835559

SADDLEWORTH MX, MANCHESTER
01706 848946

MOTO MARK, MIDLANDS
01384 897903

SOUTHSIDE MX, NORFOLK
01379 890807

STS WHEELS, NORTHUMBERLAND
01670 812909

ET JAMES, RHAYADER
01597 810396

JIM ALLAN, SCOTLAND
01324 620111

DRYSDALES MOTORCYCLES, SCOTLAND
01738 451050

DK OFF ROAD, STAFFORDSHIRE
01782 406975

MOTOWARD, SUSSEX
01403 823222

P&H MOTORCYCLES, SUSSEX
01293 413300

MOTOXTREME, WILTSHIRE
01225 892227

DEMON TWEEKS, WREXHAM
01978 663090

MOTO CONNECTION, YORKSHIRE
01748 810333

CRAIGS MOTOCYCLES, YORKSHIRE
01924 488117

MOTOX MATRIX, YORKSHIRE
01274 615007

TDS BIKES, YORKSHIRE
01226 717561

CCM RACING, DUBLIN
00353 14526170

MOTION MX, CUMBRIA
07907 280447

MOTO-9 FLEX

Born to race. Built to flex.



THE CORE TECHNOLOGIES



PROGRESSIVE LAYERING

A first-of-its kind, three-layer impact liner designed to manage energy from three potential impact scenarios: low, mid and high-speed.



ADAPTIVE FIT

Segmented construction, automatically conforming to a rider's head for a better fit and more predictable energy management.



ROTATIONAL ENERGY MANAGEMENT

A "slip zone" within the impact liner allows for subtle movement between the inner layers and works to reduce rotational energy transfer from angular impacts.



VENTILATION

With the new segmented and flexible liner in the Moto-9 Flex, we were able to add to the proven Velocity Flow Ventilation system to make an even cooler helmet.



MATTE BLOCKED BLACK



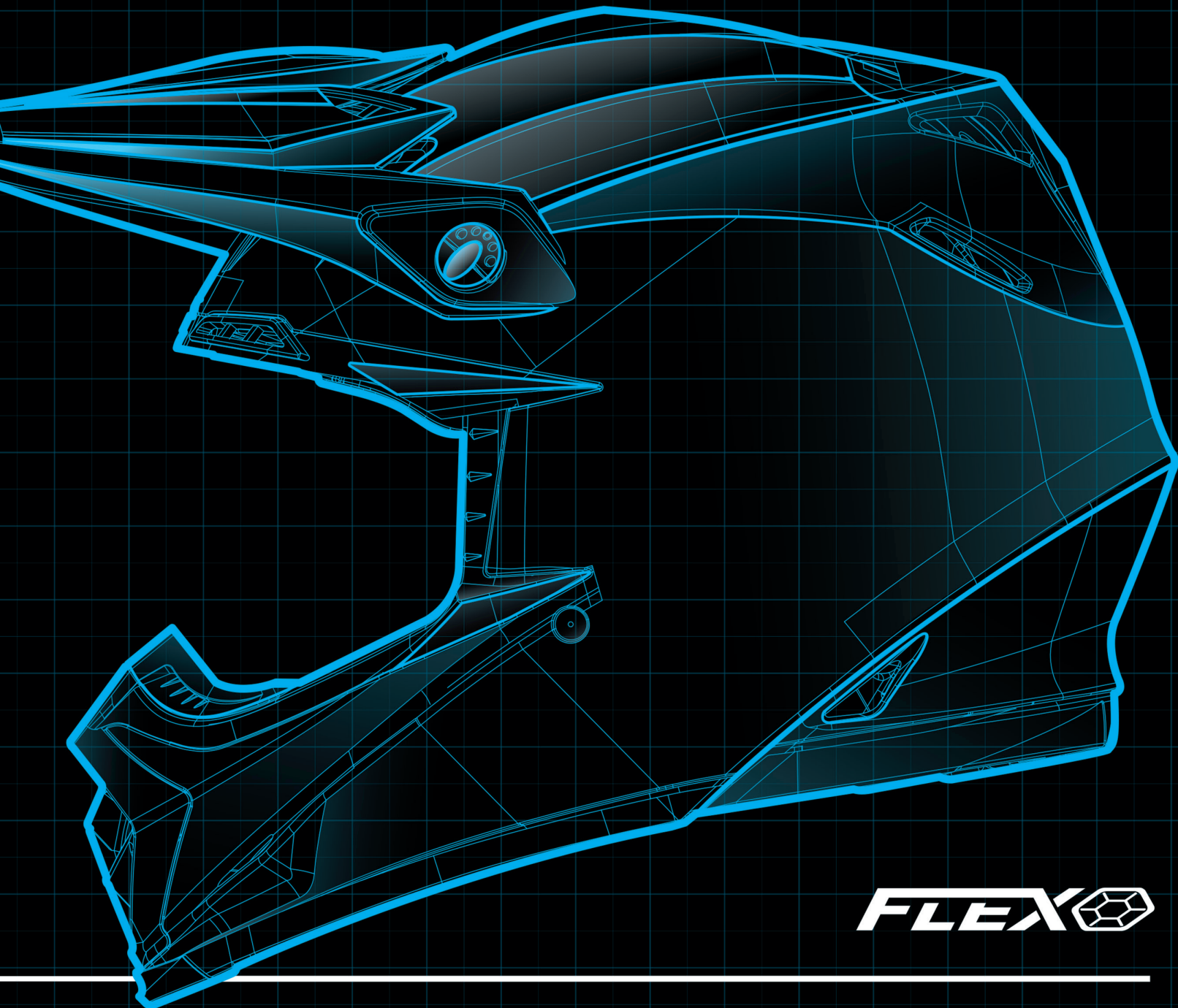
BLOCKED BLACK



MATTE SYNDROME BLACK

RACEFX

For more information or to view the full range of Bell Helmets visit www.racefx.com



FLEX 



SYNDROME RED



SOLID WHITE



TAGGER REKLUSE





CARBON BRACE



CARBON "DELUXE"



CARBON "SHADES OF GREY"











MX2

MOTO EX

84

SCORPION BAY
KTM

SET

NEKEN

Alroh
HELMET

Red Bull

POWERPARTS





PIONEERING SINCE 1903

**YOU DON'T
MAKE HISTORY
BY FOLLOWING
THE CROWD**

The revolution
a profoundly
before them.
going fast wa



VIEW COMPLETE
MX MODEL RANGE



ary 2016 Husqvarna motocross range. Redesigned from the wheels up, this is
lighter, much faster and infinitely better-functioning range of bikes – unlike any
Featuring cutting-edge design innovations and premium-quality components,
s never more fun or as effortless as this.


Husqvarna[®]
MOTORCYCLES



Husqvarna
Motorcycles



UK & IRELAND SU
CLICK FOR

DAVID PASTRANA'S

ACRO
CIRCUS

LIVE



MMER TOUR 2016
R TICKETS



//// FLEX
FLOW ////

DECADE

DECADE EUROPE LTD - Official UK distributor of JT Racing

JT RACING USA IS A REGISTERED TRADEMARK OF

Racing

016



**SLASHER
FLEX**

Racing

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811




© JT SPORTS LLC, USED HEREIN UNDER LICENSE.

The Other Russian

Interview Geoff Meyer images Massimo Zanzani

Alexandr Tonkov made the move to the Standing Construct Yamaha Yamalube team in 2016, and it's a decision he doesn't regret. The Russian rider who finished with 5-7 results in the opening round of the MX2 championship, held in Qatar and backed it up with a podium finish in Thailand. Don't be surprised to see Tonkov on the podium more often in the near future. With a (for him) better feel on the bike, and a year of experience the Russian rider will enjoy a strong season, if he can stay away from injury.









Motocross Illustrated: Thailand was a good one of you. How did it feel?

Tonkov: I am really proud of this first podium of the year, and I hope it won't be our last. I had a pretty good start, but then I made a small mistake and flooded my bike. After that I did everything I could to catch up, and I had no idea even what position I was in, I just tried to race all the way to the finish. I don't really take the heat very well, and it was even hotter today, my head was spinning at the end. But motocross is the same for everybody. I have to thank Wilvo Standing Construct Yamaha team for their great work to help me this weekend, and also my brother who is my training mechanic, and we worked all winter, so it is nice when hard work pays off.

Motocross Illustrated: Last year wasn't a great year for you was it?

Tonkov: I mean it was going good, I was consistent until Gajser landed on me and I landed on a mental post and my shoulder went out and I had surgery and I was out for four or five months. Now we changed the team. I am really happy with the change, my mechanic is with me and also other people I know. My brother is working with me. I was so excited to start the season. Overall I feel great and the bike is awesome.

Motocross Illustrated: How is the change from Husky to Yamaha?

Tonkov: You know the bike is great from the first day, we worked on some power things and suspension, but overall the bike was pretty good for me. I know what I was doing. The Husqvarna was great, but I

couldn't find myself on that bike. I just never really got comfortable, and I struggled with the front end. If you see most of my crashes in the last couple of years, it was always the front end washing out. Little mistakes and I needed some changes. I had a good chance to move to Yamaha and it will be a long season, but if we keep working like this it will be ok.

Motocross Illustrated: You are one of the few who has beaten Jeffrey Herlings. What is the goal in 2016?

Tonkov: I mean of course; Jeffrey is pretty strong. I saw him in Valence and some other races, and he is fast. He is just a human though and I have raced with him before and beaten him once in my life. I know I can do it and I maybe just need some time. You have to be consistent and the goal isn't to beat Jeffrey, because if you see his results the last two years he didn't win a championship because of injury. We just do our thing and see what happens. The goal is a title for everyone.

Motocross Illustrated: Do you enjoy the races in Qatar and Thailand?

Tonkov: Qatar it's a nice race, it isn't a long flight, it's a nice city, and you see how it grows. I like the night race. I don't like Thailand, it's too hot and I am from Siberia, so the heat isn't good for me. That is why I also prefer not to fly direct to Thailand and go home. I am sad we don't go to Malaysia and I love going to the new places and travel, always nice to see the different cultures. When will I go to these places without racing motocross. Here we can say thanks to MXGP for organizing this.







DISTRIBUTED IN THE UK BY

RACEFX

To view the full range and to find your nearest retailer
visit www.racefx.com

2016

KINETIC TRIFECTA

AVAILABLE IN ADULT & YOUTH SIZES

ADULT JERSEY - SRP £29.99

ADULT PANT - SRP £99.99

YOUTH JERSEY - SRP £22.99

YOUTH PANT - SRP £69.99





40 YEARS OF DESIGN
AND DEVELOPMENT

SYNERGY

AVAILABLE IN 3 COLORWAYS

ANSR[®]



TO VIEW THE ENTIRE SPRING COLLECTION, VISIT - WWW.ANSWERRACING.COM



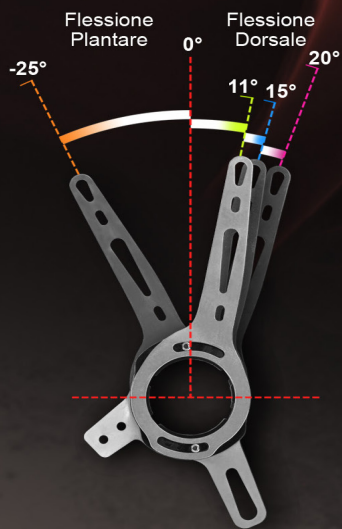


100% MADE IN ITALY

E-AHL

EXOSKELETON

ANKLE - HYPEREXTENSION - LIMIT





E-AHL

EXOSKELETON ANKLE HYPEREXTENSION LIMIT

RECON

BOOTS

UFOPLAST.COM



RECON E-AHL (Exoskeleton Ankle Hyperextension Limit - Alberto Barozzi patented concept)

- Off-road boot designed and made entirely in Italy
- Cutting-edge technologies and innovative materials
- Revolutionary exoskeleton with Stainless Steel arms is the "protective cell" of the ankle and tibia
- Prevent dangerous twisting of ankles
- Allow to the rider an ideal control of dorsal and plantar foot flexion
- Ensures tibial/tarsal compartment defence
- Highest levels of comfort and performance



YELLOW
NEON COLOR



RED
NEON COLOR





The 2015 MXGP World Champion Pistons

Top Riders Piston's Choice



**Gautier
Paulin**
Team Honda HRC



**Romain
Febvre**
Monster Energy Yamaha
Factory MXGP Team



**Clement
Desalle**
Team Kawasaki KRT



**Evgeny
Bobryshev**
Team Honda HRC



**Jeremy
Van Horebeek**
Monster Energy Yamaha
Factory MXGP Team



**Jordi
Tixier**
Team Kawasaki KRT

VERTEX
PISTON & POWER



info@vertexpistons.com - www.vertexpistons.com

MXGP

CONGRATULATION



ROMAIN FEBVRE
2015 FIM MXGP WORLD CHAMPION



IS CHAMPIONS!



TIM GAJSER
2015 FIM MX2 WORLD CHAMPION

MXGP.com





A WORLD APART

When waiting for my flight to leave Bangkok two weeks ago I couldn't help but be happy we come to places like this. I might be a bit of a free spirit, and love the different cultures the world brings, but I fell in love with Thailand on the very first trip here. It isn't just about going to the motocross for me, and hasn't been for probably 10 years. I have been involved in this sport since I was less than 10 years old (I am 54 now), and still remember standing on the side of the track at that very first race meeting. Riding crossing a creek bed, mud everywhere, it was so much fun.



Riders in Jofa face guards, kidney belts, and Roger de Coster Alpinestars boots. For any 10-year-old it was something special. The riders seemed like gladiators, fighting the elements, and bouncing off berms like they were rubber men.

It's been a hell of a ride, first as a young kid marveling at the riders, then a young teenager getting a job covering the races back in Australia in the early 1980's. I felt like I had made it, and while the Aussie magazines never really paid well, it gave me the chance to travel throughout Australia and make trips to Europe, and America on their dime. It was a love affair I have had with travel and one that probably won't die until I do.

Moving to Europe in 1993 was more about following love than anything else. Four beautiful kids and a divorce later, I have really found that life isn't just about working (I probably never looked at work as my best friend).

I am lazy, I have no doubt many people know that. I hardly even edit my stories, and write from my heart, what you see is what you get with me. I am honest, trustworthy and most importantly loyal to people who are loyal to me.

Damn I got off track didn't I? Back to Thailand.


The effort put in by the local promoters deserves respect. When Ben Townley put the event down I really felt for them. Guy's like







BANGKOK



Kraitos Wongsawan who was the reason Thailand has been on the MXGP calendar the last four years, was excited for this year's event. A lot of activity was circled around the GP, and it worked well.

The event went off without too much of a problem, and despite the 40 degree temperatures the circuit was really good. Moto one in the MXGP class was one for the ages.

Some like Antonio Cairoli and Tommy Searle made the effort to enjoy the experience, some just complained and didn't get the whole Thailand thing, and I get that as well, it isn't for everyone.

I asked Kraitos if we will be back in 2017, and he mentioned we will, he said it with a big smile. With Indonesia also on the schedule, and possibly Australia, the GP riders will get to once again enjoy parts of the world they might never have seen in their lives had they not been MX riders. We should all be thankful for these trips, because they only make us better people.



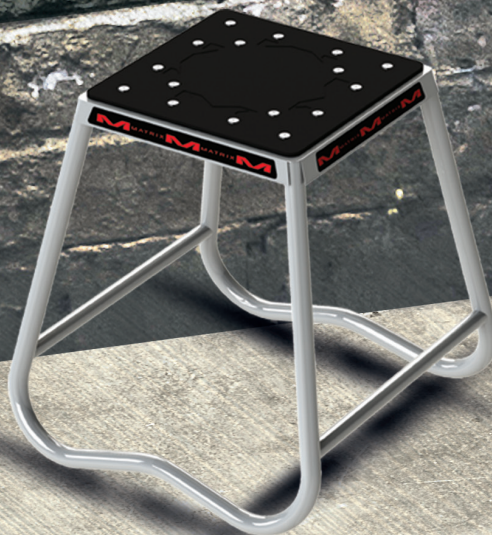
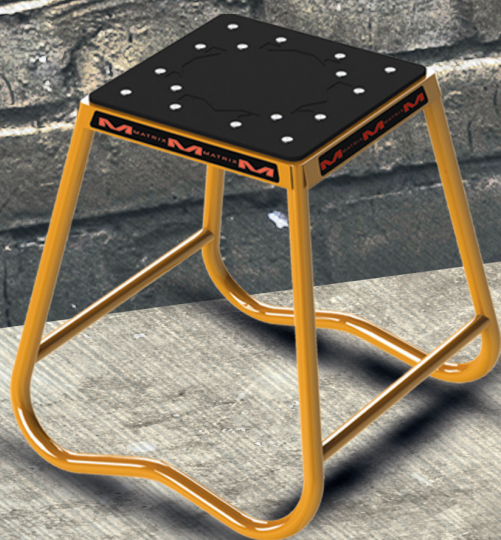


C1 STEEL MOTORCYCLE STAND

STRONG POWDER COATED 1010
CARBON STEEL MOTORCYCLE STAND

MALIKY

It's what factory teams use



mobius
BRACE YOURSELF



Grey / Crimson



mobius

B R A C E Y O U R S E L F



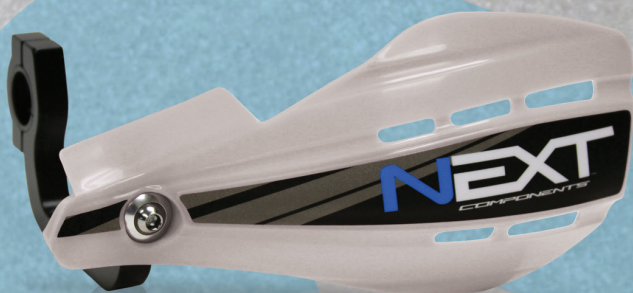
HANDGUARDS

NEXTTM

COMPONENTS

UNIVERSAL PLASTIC SHIELD WITH CNC ALUMINUM BRACKETS

- Universal fit for any bike and any size.
- Brackets feature rotating perches to move instead of breaking.
Mounts to bars, not lever perches for better positioning.
- Vented design allows airflow without sacrificing coverage.
- Keeps hands warmer in inclement weather.
- Protects hands against flying roost and debris.
- Rotating mount design positions the guard where you want it.



CHECK ONLINE FOR OUR FULL RANGE OF NEXT COMPONENTS



RIDE HARD. RIDE SCAR.

TITANIUM FOOTPEGS



- + Aerospace-Grade Ti-6AL-4V Titanium and super strong welding
- + Ultra light-weight, only 400 grams per set
- + Body width of 60mm with 18 teeth for maximum stability and grip
- + High performance and high quality
- + Ideal for extreme riding conditions
- + Used by our best Factory Teams
- + Hand fabricated